ABSTRACT

A braking control device of a vehicle starts executing braking force distribution (BFD) biased to front wheels for avoiding the locking of rear wheels prior to the front wheel at appropriate time by reducing errors of a judgment of the starting of the control. Usually, the BFD control is started in response to the increase of a master cylinder pressure, assuming that the rear wheel braking pressure is equally increased. When a fast braking action occurs, the delay of the pressure variation of the rear wheel braking pressure relative to the master cylinder is conspicuous because the responsibility of a master cylinder pressure to the braking action is too fast. Thus, Upon a fast braking action, a judgment of starting of BFD control is made based upon a value involved with rear wheel braking force, such as an estimation value of the rear wheel braking pressure, having a slower responsibility to the braking action than the master cylinder pressure, and thereby preventing a premature start of the BFD control due to the delay of the rear wheel braking pressure. When a deceleration signal is used for the judgment of starting of BFD control, the signal is passed through a low-pass filter having a rather higher cut-off frequency on a fast braking action, in order to improve the responsibility of the signal to the braking action.

Fig. 6